No. 773.3.S785
copy 2

WITHDRAWN
No longer property of the
Boston Public Library
Sale of this material benefited the Library

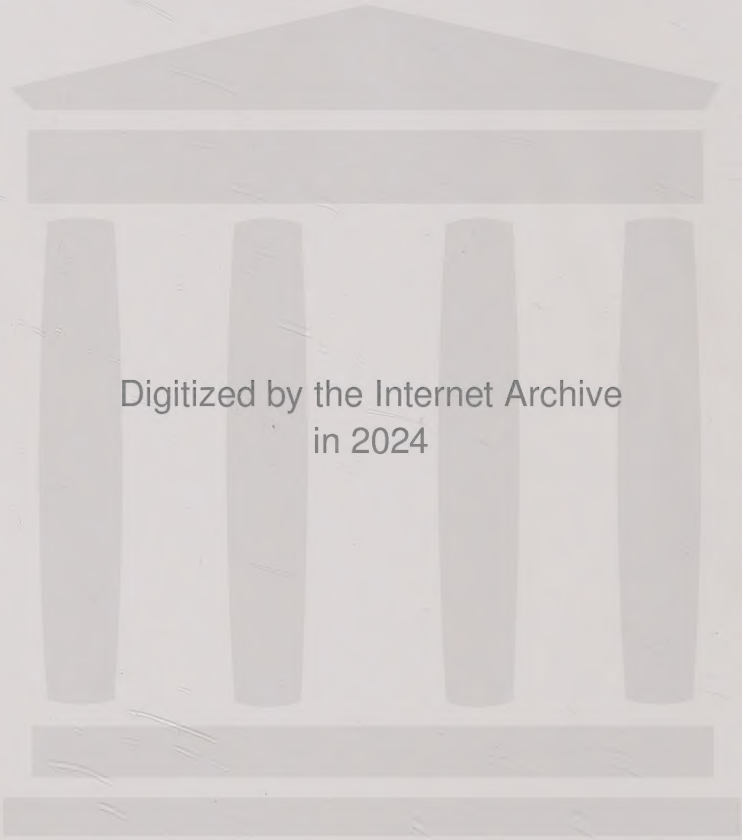
ston Public Library

2358.158

BOSTON ENGLAND AND BOSTON NEW ENGLAND

1630-1930

301.5


Digitized by the Internet Archive
in 2024

https://archive.org/details/bostonenglandbos0000unse

ST. BOTOLPH'S CHURCH, BOSTON, ENGLAND

An unusual and attractive view of this famous tower, often called the Boston "Stump," showing the quaint river craft in the foreground.

BOSTON
ENGLAND
AND
BOSTON
NEW ENGLAND

1630 - 1930

REPRODUCTIONS OF RARE PRINTS WITH A COMMENTARY OF HISTORIC NOTES PRESENTED BY THE STATE STREET TRUST COMPANY IN COMMEMORATION OF THE THREE HUNDREDTH ANNIVERSARY OF THE NAMING OF BOSTON

PRINTED FOR
THE STATE STREET TRUST COMPANY
OF BOSTON

1930

2 copies

* F73
.3
.S785
copy 2

Copyright, 1930
by the
State Street Trust Company

Compiled, arranged and printed by direction of
Walton Advertising & Printing Co.
Boston, Mass.

PRINTED IN U. S. A.

FOREWORD

THE year 1930 marks the Tercentenary of the naming of Boston (September 17th) and the establishment of free government on this continent. Therefore it seems fitting to have the State Street Trust Company's historical brochure this year deal with the early days of our city, at the same time giving a brief description of Boston, England, the town from which our city took its name. Many pictures of both places are included.

During this Tercentenary year, we are having at our Main Office banking rooms—which, as most of our readers are aware, are patterned after the counting rooms of Boston merchants of about the year 1800—an exhibition of rare old prints of English, Scotch and Irish places from which many of our New England towns were named. All of these pictures are from the private collection of the President of the Trust Company and are being shown here publicly for the first time. This exhibition is open to all those interested and we believe it will be found both attractive and unusual. Many of the illustrations of Boston, England, in this brochure are reproductions of old prints which are included in our exhibition. The inscriptions under these illustrations were written by T. Kitwood, once Mayor of Boston, England, and one of the important citizens of that town.

For assistance in preparing this year's publication the State Street Trust Company desires to give credit to Laurence Curtis, Louis Curtis, Jr., J. Murray Forbes, Frank G. Hall, John Shepard and John Shepard, 3d, who were especially helpful in regard to the story about the racing on the Brighton Road.

We also wish to recognize the help given by Ralph M. Eastman, Assistant Vice-President, in carefully reviewing this manuscript and for helpful suggestions made in the preparation of the material here presented. To Perry Walton and his staff was entrusted, as usual, the task of arranging and printing the booklet.

ALLAN FORBES,
President, State Street Trust Company.

Boston, 1930.

TABLE OF CONTENTS

	PAGE
The Boston Tea Party	1
On the Brighton Road	5
Summer Street and the South Boston Railway Depot	10
The Milldam	12
Grand Whig Mass Meeting on Boston Common	15
Old Coasting Days in Boston	17
The Revere House	19
Corey Hill	21
Enoch Train & Company	22
The Public Garden	27
Skating on Jamaica Pond	28
Masonic Temple	28
Boston from Chelsea Hill	30
Grand Mass Washingtonian Convention on Boston Common	35
Park Square	37
Boston Common	39
The Famous Boston "Stump"	43

THE BOSTON TEA PARTY

On the evening of December 16, 1773, a group of representative Bostonians disguised as Indians swooped down upon the vessels moored off Griffin's Wharf and, seizing the offensive cargoes of tea, threw them overboard. Thus took place the famous event known to us today as the Boston Tea Party.

BOSTON, ENGLAND
AND
BOSTON, NEW ENGLAND
1630-1930

THE BOSTON TEA PARTY

"No! ne'er mingled such a draught
In palace, hall, or arbor,
As freemen brewed and tyrants quaffed
That night in Boston Harbor."

THE most famous party in history is generally conceded to be the Boston Tea Party of 1773. Its origin goes back to the spring of that year, when the East India Company, finding itself overstocked with teas in England owing to its inability to do business in America, applied to Parliament for assistance and obtained an Act empowering the company to export teas to America without paying the ordinary duty in England. Such an Act, it was hoped, would enable the company to dispose of its product in America at such low rates that the Colonists would not mind paying the tax of threepence per pound which England demanded. All went well and ships were laden with tea and dispatched to various ports in the new country, where certain persons were selected to act as consignees, or "tea commissioners," as they were called. The company, however, underrated the acumen and independent spirit of the Colonists. Having taken the stand "No taxation without representation," the Americans were not to be misled by any monetary appeal, and nowhere was the spirit of independence more aflame than in Boston. In this city the tea commissioners were prominent men and friends of the Governor. They were summoned on the night of November 1, 1773, immediately after notification that the ships had set sail from England, to appear on the following Wednesday noon at Liberty Tree, at the corner of Essex and Washington Streets, to resign their commissions, and at the same time handbills were posted throughout the town inviting the citizens to meet at the same place. About five hundred townsmen assembled, but not one consignee appeared. It was decided, therefore, to wait upon them at Clark's Warehouse, where, after a brief parley, they refused to resign their trust. An official town meeting was then called, and Governor Hancock was chosen moderator. The consignees were

again approached, and still they declined to take part in the proceedings.

On the 17th of November, a vessel reached port and announced the imminent arrival of the tea-ships in Boston Harbor. A hurried meeting was then called, and a last appeal to the consignees was made. They answered that they would not comply with the request, and upon hearing this decision the committee dissolved without passing any vote or expressing any opinion. This act "struck more terror into the consignees than the most minatory resolves." So important had the matter now become that it passed into the hands of the Committee of Correspondence, then recognized as constituting the virtual government of the province.

On Sunday morning, November 28, the ship *Dartmouth* appeared in the harbor with one hundred and fourteen chests of tea, after sixty days' passage from England. There was no time to be lost, and, Sunday though it was, the staunch New England selectmen held a meeting to take immediate action against the entry of this cargo. A promise was obtained from Francis Rotch, the owner of the vessel, not to enter port until Tuesday, and, in the interim, citizens of the towns near Boston were invited to attend a mass meeting in Faneuil Hall. A placard which was posted all over town read as follows:

FRIENDS! BRETHREN! COUNTRYMEN!

That worst of plagues, the detested TEA, shipped for this port by the East India Company, is now arrived in this harbor. The hour of destruction, or manly opposition to the machinations of tyranny, stares you in the face. Every friend to his country, to himself and posterity, is now called upon to meet at Faneuil Hall at nine o'clock THIS DAY (at which time the bells will ring), to make a united and successful resistance to this last, worst, and most destructive measure of Administration.

At this meeting, which was so large that it was forced to adjourn to the Old South Meeting-House, it was unanimously resolved, upon the motion of Samuel Adams, that the tea should be sent back. A man by the name of Young was responsible for the suggestion that it should be thrown overboard. The owner of the vessel now became alarmed and entered his protest, but was advised that if he dared to unload his cargo he would do so at his own peril. To enforce this warning, a volunteer watch of twenty-five persons was appointed under Captain Edward Proctor. "Out of great tenderness to the consignees," the meeting was adjourned to Tuesday morning to allow them further time to retract, but they remained firm; while a proclamation of the Governor, charging the inhabitants with violating the "wholesome laws of the province" and demanding that they disperse, was received by the recalcitrant citizens with hisses and a unanimous vote not to disperse. Copley, the famous portrait painter, offered to act as mediator between the people and the consignees; but after two hours of conference he returned with a report which was voted by the committee as "not in the least degree satisfactory." Armed patrols were appointed for the night and a report of the proceedings of the

From a rare old print

BOSTON HARBOR

The attractive old colored view of Boston Harbor reproduced above may be seen at our Massachusetts Avenue Office at the corner of Massachusetts Avenue and Boylston Street.

Boston meeting was transmitted to every seaport in Massachusetts, as well as to New York, Philadelphia and England.

Within a few days, two more tea-ships, the *Eleanor* and the *Beaver*, arrived, and by order of the committee moored alongside the *Dartmouth* at Griffin's Wharf (now Liverpool Wharf near the foot of Pearl Street), in order that one guard might suffice for all. According to the revenue laws, these ships could not be cleared in Boston with tea on board, nor could they return and enter England; and, moreover, should nothing be done by the twentieth day after their arrival, they would be liable to seizure. Both sides realized that a crisis was near at hand and that whatever was to be done must be done shortly. The Colonists wished no trouble, and, though determined that the tea should not enter Boston, were perfectly willing to see it returned to England peaceably. Days passed in conferences, and both sides remained adamant. Thursday, December 16, came at last. By ten o'clock the Old South was filled to overflowing. Rotch appeared and reported that clearance had been denied him. As a last resort, he was directed to apply to the Governor for a passport to go by the Castle. Governor Hutchinson, who evidently anticipated some such action, had conveniently removed himself to his country seat on Milton Hill, and Rotch left at once to get in touch with him. While the meeting awaited his return, addresses were made by the leading patriots of the day. "Who knows," said one of them, "how tea will mingle with salt water?" and loud applause gave him his answer.

Night was now descending, and only a few candles lighted the meeting-house; yet the people remained, knowing that a great moment

TROTTING CRACKS ON THE BRIGHTON ROAD

The "Mile Ground," pictured above, was the favorite spot on the old Boston-Brighton Road, where the aristocracy of the nineties displayed the fleetness of their trotters.

had arrived. About six o'clock, Rotch returned and reported that the Governor had refused his passport on the grounds that his vessel had not complied with the customs regulations. Upon hearing this, Samuel Adams arose and said: "This meeting can do nothing more to save the country." As if his words were the signal, there instantly arose a shout from the porch, and the meeting-house resounded to a terrible war-whoop as a band of about ninety men disguised as Indians rushed by the door and hurried down toward the harbor, where, dashing past the guard, according to previous arrangements, they sprang aboard the three tea vessels and emptied the contents of 342 chests into the bay "without the least injury to the vessels or any other property." No person was harmed, no shot was fired, and no resistance was made. The multitude stood silently by as the "savages" hacked open the chests, throwing them with their contents overboard, and watched the sea wash away the fragments of débris that remained.

The blow was struck, and patriots rejoiced and pledged themselves to band together in the common cause. As John Adams remarked, "This is the most magnificent movement of all." Thus took place the Boston Tea Party, and today a tablet affixed to a building on the corner of Pearl Street and Atlantic Avenue, formerly the site of Griffin's Wharf, marks the scene of its enactment.

ON THE BRIGHTON ROAD

The three illustrations reproduced from rare prints made by Haskell & Allen are excellent reminders of the days of twenty-five years and more ago when the horse was king. On good afternoons, particularly during the sleighing season, many of Boston's citizens could be seen in their "cutters" out behind their "crackajack" trotters or "side wheelers" to "give 'em a go" on the Mile Ground, as the stretch of ground was called on Commonwealth Avenue beyond Cottage Farm Bridge. Here could be seen the fastest horses of their day "as thick as bees in a clover patch" as the *Boston Herald* of the year 1906 expressed it. The center of this wide road was reserved for the racers, while the onlookers, with less ambition as to speed, drove slowly, watching in the meantime the "rapid ones" in their "brushes" along the speedway.

We believe it will be of interest to quote several paragraphs from the *Boston Herald* relative to this sport of the earlier days, which exists now only on the recognized tracks:

During the sleighing season in this city quite a large number of fast horses have been seen on the roads leading out into the suburbs, and when the "going" was good the Mile Ground had attractions for all of them. Among the road horses, driven by their owners, that have records, or have shown miles in 2:30 or better on private trials, are the following:

Mr. J. Malcolm Forbes' sorrel gelding Newsboy and the bay mare Backman Maid. Captain William C. Rogers' brown mare Mattie K.; also bay mare Blanche Medium. Colonel R. H. Stevenson's brown mare Bettie Bump.

General C. J. Paine's brown mare Faustina; also bay mare Juno. Mr. Sears' of Beacon Street chestnut mare Clara Cleveland; also sorrel mare, Belle Wilson. Colonel Tower's black gelding Tom, a very fast trotter. George G. Hall's sorrel gelding Otis H.; also, Susie Owen; also Belle Franklin. George H. Hicks' bay mare Centella. Mr. George Warren's chestnut mare Portia; also brown mare, Nellie Sullivan; also, brown mare Muriel. Mr. Laurence Curtis' bay gelding Zulu. Mr. John Shepard's chestnut mare Blondine; also, Young Rolf. Mr. Reed's bay mare Lady Lambert. Mr. David Hunt's chestnut mare Mollie Morris, and bay mare Annie G. Arioch Wentworth's bay gelding Marvel; also, bay mare Kittie Morris; also chestnut mare Cinnamon. Mr. Barnes of the Hotel Brunswick drives the black gelding Eagle Boy and mate.

Of the above Backman Maid, Newsboy, Blanche Medium, Portia, Faustina, Susie Owen, Otis H. and Blondine are the fastest sleigh horses seen on the road, and all but Blondine have had frequent brushes on the Mile Ground during the past week of excellent sleighing.

On another day the same newspaper records:

There was no end of sport on the road yesterday; that is, if you knew the horses and the feelings between their drivers and owners. The upper Arsenal road was just packed with sleighs from the railroad track, near Prospect Street, to the top of the hill.

All the horsemen in the city and vicinity were out, just as the *Herald* prophesied. To be sure there was a small army of people in all sorts of sleighs, but the horsemen held the road. There were so many spectators that the flyers could not do their best, and it was only now and then that they got down to work. Such a display of fast horseflesh has not been made this winter.

Mr. George Hall of the Adams House, with Happy Girl, who has not previously shown her shape on the road, came out late and did not indulge in any brushing.

Mr. John Shepard was there with Arab and Millboy.

Equity, owned by Mr. Laurence Curtis, had a lively brush with Yeastcake, and, according to the testimony of all the horsemen who saw it, beat McCloud's horse out at the finish.

Allie W. was sent to his speed by his owner, Mr. K. W. Sears.

On still another occasion the "Glistening Way" was reported to be very crowded:

The footing was superb and there were more fast ones on the road than any day this winter. They came down the road in swarms; indeed, it was hard to tell much about the merits of the horses, as there was very little done in the way of regular racing. It was a stirring afternoon, but those who went out to the speedway looking for something in the way of championship contests were disappointed.

George G. Hall was out with the little brown mare Lady Strike early in the afternoon and later brought out the pacer Nelly S. The latter was in great form and had the foot of anything she ran up against.

John Shepard drove his favorite pair, Reina and Altro L. Mr. Shepard let them step over the course several times and they could fairly fly. Reina is now 21 years old, but how she could step, and it did the old-timers good to see her fairly trot her younger mate off his feet. "They don't breed that kind any more," remarked one of the oldest members of the sidewalk brigade, and every one was willing to admit that few better ones have ever been seen on the snowpath.

GOING TO THE TROT

COMING FROM THE TROT

In these quaint old prints we see the young bloods of Boston in the year 1872 as they sped over the Brighton Road on their way to and from the Trot—the fashionable gathering-place of the day for owners of fast horses.

Laurence Curtis drove both Nelly Wilkes and Phyllis T. and both of them performed well.

Colonel R. H. Stevenson took part in a number of spirited brushes with the handsome little trotting mare Betty Brook. One of the best brushes of the day was between Charles Leonard's chestnut gelding, The Onlooker, and his brother George with the bay gelding Pierpont Morgan. The Onlooker was stepping right well yesterday and had the better of the argument.

Mr. Laurence Curtis, one of the crack drivers and owner of a number of splendid trotters, in addition to those already mentioned, speaks of these other trotting men who frequented the roads of Boston and its suburbs: Colonel H. S. Russell, Dr. H. P. Sprague, Major Henry L. Higginson, Dr. Francis, Greeley S. Curtis, Richard Rogers, Louis Curtis, John E. Thayer, David Nevins, and F. O. Guild.

Mr. John Shepard 3d has sent us some notes written by his father:

On one occasion my father was racing behind his sleigh and while at full speed a man turned his horse around in front of him. With no time to pull up he decided to steer for the space between the man and the horse and sleigh. Fortunately no one was injured, but his sleigh was broken. He managed to reach home, procured another sleigh and in a short time reappeared on the Mile Ground ready for more frays.

Continuing, Mr. Shepard writes:

My father used to get very excited and "holler" a great deal while racing. People would hear him coming and get out of his way and knew who it was from the noise.

One summer's day I took a horse named Sam Allen, a big sorrel, over to the Milldam and in a race was crowded and we locked wheels for a moment. I kept on, however, and presently my opponent's horse broke, giving me the victory. When I reached home I told my father that I had broken some spokes in one wheel and I was fearful, of course, of a good scolding. To my surprise and delight his sole question was at once "Did you win?" "Yes," I answered, and this, fortunately for me, seemed to close the matter without further comment.

Mr. Frank G. Hall, one of the proprietors of the old Adams House, was one of the foremost of the more recent trotting horse owners and could be seen very often on the speedway. He has very kindly recorded his memories of this great sport, which, as he says, "has gone never to return":

It gave real healthy enjoyment, provided a wonderful picture and did much to help the business prosperity of our New England.

I can remember that my first experiences were on Huntington Avenue; then on the Milldam, so called, where order was kept by the well-known mounted officers Underwood and Bates, assisted by other policemen on foot who were stationed at cross streets. Great crowds gathered on the speedways to see the contests, which were spirited and showed keen rivalry. Nearly every red-blooded man in Boston would be there and all had their favorites. The newspapers of the time gave much space to the accounts of the races each afternoon. In later years when the attendance became too great and the authorities thought it had become too dangerous, we were moved to the Arsenal road near Watertown where some great racing was enjoyed. This

speedway was too far from our stables, so permission was received from Brookline to race on Beacon Street from Coolidge Corner to Audubon Circle. There, many thousands enjoyed the racing and on Sunday the roads would contain four sleighs abreast all the way around the Chestnut Hill Reservoir. The horses, the sleighs, the furs and the handsome women were unequalled anywhere. Later the racing was stopped there and carried on at the Speedways, never equalling, however, the former places as regards attendance or real battles.

Among the men of years ago who "stepped them through the center," I remember Arioch Wentworth with a fine pair of trotters; Honorable Henry Cabot Lodge, with a very handsome brown gelding; David Nevins with his famous Fiarnat; Mr. Fabyan of Bliss, Fabyan Co., with Jean Val Jean, Corinne and others; J. Malcolm Forbes with Bingen and Commodore Perkins with Thetis—a fair man and a pleasure to race with. Colonel Tower was often out with Argentine, one hard to out-step; Edwin U. Curtis, Robert Clarke, C. P. Curtis, Captain Rogers, Jacob Rogers and Colonel Stevenson were of the ones enjoying the racing, also E. S. Grew, William Hunt, E. Pierson Beebe, Laurence Curtis, Charles Saunders and Mr. Aldrich had many close brushes. In the racing lot besides the ones mentioned could be named George G. Hall of Young's Hotel and Adams House fame, with his two sons, Frank and George, all of whom got real enjoyment from the sport and always had several of the best.

In more recent years Ralph B. Williams had some excellent horses, also Howland Russell, Edwin F. Albee, Ben Pope, Isaac Thomas and Walter Farmer. W. Murray Crane could often be seen behind a pair from the Halls' string; John Shepard had Millboy and Blondine and later would brush Reina or Arab, both extremely fast. Many ladies, too, enjoyed the sport, several of whom were very good reinswomen.

Hundreds visited the Road Houses and Country Clubs and at the first snow the earliest to arrive at any of these places was given a quart of champagne. The renting of sleighs was a great business in those days and on pleasant afternoons thousands of men took their sweethearts, wives or friends for a drive. Many hired the large boat sleighs from Barnard's, Draper & Hall's, Kenney & Clark's, Hanson's and Sawyer's, and at the Country Club in Brookline the stables were usually crowded and the attendants rushed with work. There on a pleasant afternoon would be seen surely a hundred of Boston's first citizens, who enjoyed a real afternoon's sport. Would that those days were back and live things, instead of machines, gave us our pleasure!

Many had very attractive sleighs and superior animals, and the trappings were often beautiful, with tall jingling bells, fur saddlepads and forehead pieces, and fur rugs spreading over the backs of the sleighs. Some of those who had splendid turnouts were Albert S. Bigelow, Bryce J. Allan, Eugene Thayer, J. Murray Forbes, Nathaniel Thayer, J. Montgomery Sears, Governor Draper, George Draper, J. Reed Whipple, F. H. Prince, Edwin S. Webster, Mayor Thomas Hart, Leopold Morse, Oliver Ames, B. F. and Harry Dutton, B. F. Keith, Washington B. Thomas, Walter Cotton, Arthur W. Stedman, R. D. Evans, Charles Marsh, J. Arthur Beebe, Charles Baker, and many others.

Kindness of J. Sumner Draper

SOUTH BOSTON RAILROAD DEPOT

Thus did the intersection of Summer and Bedford Streets appear when this old railroad had its terminus at Church Green. The church in the center is the Old South Church, often called the "Octagonal Church" because of the octagonal effect of its architecture.

SUMMER STREET AND THE SOUTH BOSTON RAILWAY DEPOT

In the various names by which Summer Street has been called, one can read a section of the history of Boston. First known as Mylne Street, then as South Street, then as "the broad street from the town toward the water," still later as "the street to Richard Gridley's," "the street to the Sign of the Bull," "Seven Star Lane," "South Meeting-House Lane" and, in 1708, "Summer Street," one gets a hint of the various changes that have at some time or another characterized this thoroughfare. Although not one of the most historic streets, it has always been a prominent one. Here lived John Palmer, Thomas Bannister, and Robert Earle, all prominent merchants and successive owners of the house known as "Seven Stars," which in 1730 was conveyed by Leonard Vassal and others for a site for a meeting-house. The first sermon preached in the church built here was delivered on August 15, 1735, by Roger Price of King's Chapel. The stone building, the second one erected on the spot, was destroyed in the great fire of 1872. The ministers were Addington Davenport, William Hooper, William Walter and Samuel Parker. The house on the east corner of Hawley Street was purchased from Philip Dumaresq in 1780 by Joseph Barrell, who, by the way, with others fitted out the first

Boston vessel to sail around Cape Horn. He sold his property to Charles Vaughn in 1793, Vaughn being one of several interested in developing Franklin Street. In 1738 one Peter Pelham occupied a house in the street next to that of Philip Dumaresq, and here he advertised "to teach dancing, writing, reading, painting on glass, and all kinds of needle work." Philip Dumaresq was a prominent, public-spirited citizen and one who was not afraid to make his voice heard in behalf of the Colonies during the Revolutionary period.

On the south side of the street, according to the Book of Possessions, Gamaliel Waite had a house with garden which, after passing through many hands, was eventually torn down, and on this site, about 1854, was erected the store of C. F. Hovey Company. Richard Hollich (also spelled Hollidge and Hollingshead) owned the lot next to Waite, and in 1680 he and his wife Ann conveyed this to the deacons of the First Church. The church kept this property until they sold their meeting-house on Washington Street to Benjamin Joy, who agreed to build a block of brick houses on Summer Street in front of their lot. The house here had been used as a parsonage, and they now built a new house in the rear. In 1807 a portion of this property was sold to open a passage forty feet wide from Summer Street, which was called Chauncy Place. The famous Bull Tavern, wherein were held many meetings by the City Fathers, was located at the foot of Summer Street on the site now occupied by the South Station. John Bull was licensed as an innkeeper as early as 1689, and the tavern was conducted under his name until 1713, when his widow inherited it and was herself licensed as an innkeeper. Among the other well-known inns which once graced Summer Street was the "Hawk Inn," built in 1740. After that portion of Bedford Street called Blind Lane, which connected with Summer Street, was cut through, the lot formed by the junction seems to have come into the possession of the town and to have been called "Church Green." In 1715 Boston granted this lot to a new society called the New South Church. It might almost seem as though this particular parcel of land was destined by fate to be the site of a church, for long before such a project was contemplated the land for some unexplained reason was already called "Church Green." In 1856 a horse railroad, which ran from Guild Row to Boylston Street only, was first introduced in Boston. In time other roads were opened, one of which, extending down Summer Street, was especially popular. The terminal shown in the accompanying illustration was one of the best-known to old-time Bostonians.

The history of street railway transportation in Boston begins with the year 1852, when the Legislature granted the first street railway charter to the Dorchester and Roxbury Company. Then followed many charters to various companies, including one known as the South Boston Company, which had its terminal at the end of Summer Street. This company was one of the five still in existence when the West End Street Railway was formed. Together with the four other existing companies, it was merged with the Railway, and soon the new and stronger combine sought some power more economical and more

speedy than horses. With the installation of a cable, Boston's horse-railway era passed, and it was not long before Boston could boast of being the home of the first subway in America.

In the early 1800's, Summer Street, to quote a writer of that period, "was beyond doubt the most beautiful avenue in Boston. Magnificent trees skirted its entire length, overarching the driveway with interlacing branches, so that you walked or rode as in a grove, in a light softened by a leafy screen and over the shadows of the big elms lying across the pavement."

From that day to this, Summer Street has seen many changes. Huge business houses now display their splendid façades where formerly stood the gardens or mansions of the old merchants and settlers of Boston. A comparison of that day and this can only be understood when one thinks of the little crooked lane of the past and the present thoroughfare vibrant with the spirit of commerce and industry.

THE MILLDAM

In the year 1814, Uriah Cotting, a leading citizen of the town, and in later years often referred to as "the chief benefactor of Boston," presented the General Court with an idea that was so stupendous as to be considered fantastic by that worthy body. By exercising his persuasive powers, however, Cotting finally obtained from the General Court a charter which empowered a small group of men, under the name of the Boston and Roxbury Mill Corporation, to build a series of dams connecting Boston, Brookline, and Roxbury. The object of these dams was to provide toll roadways between the above-named points, and also to develop water power by the tidal flow in and out of Back Bay, as the sheet of water in the northern part of the city was called in order to distinguish it from the Harbor, or Front Bay, and the South Bay.

The importance of Uriah Cotting's project can only be recognized when one realizes that it was the first step in the development of that section of Boston which is now called Back Bay. The Legislature was not in favor of the idea, and it might never have come to pass had it not been slipped through rather secretly when only about fifty members were present, being signed by Governor Strong on the last day of the session. Everyone was rather appalled by this "gigantic enterprise," which, as time was to prove, contributed far more than any other single factor to a radical change in the physical formation of our city. Looking back, we realize that the train of circumstances which followed the construction of the Milldam did much to make it possible for Boston to become the great city it is today.

At the time the charter was granted, a great sheet of water and salt marsh stretched from the foot of the Common to the uplands in Brookline, making the only communication between the two towns by way of Roxbury and the Neck. The Mill Corporation was authorized to build a dam from the end of Beacon Street, at Charles Street, to Sewall's Point in Brookline, and a cross-dam from Gravelly Point

LEAVING BRIGHTON HOTEL FOR THE MILLDAM

In winter and summer, the Milldam was the scene of a constant stream of carriages or sleighs, all vying with each other to be first "in town," as the Boston suburbanite has always designated his trip to the city proper.

in Roxbury to the main dam. It was further empowered to make roadways of the dams and to levy tolls for their use. The same regulation was to apply to a road running from the western end of the main dam to the Punch-Bowl Tavern in Brookline. The company also looked for the financial remuneration which would come to them from the mills that could be built and run by the water power which would be created by such dams. As there was ample room for all the population then residing in Boston proper, it never occurred to the incorporators that a time would come when all the land would be reclaimed from the Charles River Basin and become an important part of our city.

A notice in the *Daily Advertiser* of June 10, 1814, reflects the attitude of the citizens toward a project which threatened, for purely commercial reasons, to rob their city of one of its beautiful sections. The article was appropriately signed "Beacon Street," for the inhabitants of this particular section would be the most affected. They peremptorily demanded, like the Athenians of old: "Citizens of Boston! Have you ever visited the Mall; have you ever inhaled the western breeze, fragrant with perfume, refreshing every sense and invigorating every nerve? What think you of converting the beautiful sheet of water which skirts the Common into an empty mud-basin, reeking with filth, abhorrent to the smell, and disgusting to the eye? By every god of sea, lake or fountain, it is incredible." Still, out of the mire often rises something very beautiful, and certainly such was the case with the Milldam project. The Back Bay became so ugly that something had to be done, with the result that today this part of Boston is one of the most beautiful sections of the city.

So great was the faith placed in Mr. Cotting by the citizens of Boston that, in spite of all opposition, when the books for subscription to the stock were opened, the street was thronged with eager bidders. One determined person, who gained entrance by way of the window to the room where the signatures were being received, incurred the bitter enmity of those whom he had outwitted. The corporation, however, did not pay dividends for forty years.

The work of construction which Uriah Cotting had so ably begun was successfully completed by Colonel Loammi Baldwin, who succeeded him as engineer; and on the morning of July 2, 1821, the road over the Boston and Roxbury Milldam was opened to travel. One hundred prominent citizens, headed by General Sumner and Major Dean, were the first to pass over the new highway. In speaking of the importance of the completed work, General Sumner referred to the former position of Boston, which then had only one passage from the peninsula to the mainland, as "a hand, but a closed one." Continuing, he said: "It is now open and will spread. Charlestown, Cambridge, South Boston and Craigie's Bridges have added each a finger, and lately our enterprising citizens have joined the firm and substantial thumb over which we now ride."

Today the stream of traffic that passes through Governor Square represents the many years' growth of that early traffic which fairly

flew in sleigh and surrey over the old Milldam. As this road is one of the main highways in Boston today, so, too, did it represent the thoroughfare where might be found the smart turnouts of that day. So popular was the old Milldam that taverns soon found it advantageous to locate there. People from Brighton and Brookline and adjacent country points took this new way into the city, and from early morning until nightfall, carriages or sleighs, depending on the season, rolled in endless procession in and out along this famous thoroughfare.

GRAND WHIG MASS MEETING ON BOSTON COMMON

On Thursday, September 19, 1844, Whigs from all parts of the United States came to Boston to attend a grand mass meeting which was held on Boston Common. Although this convention was one of the largest ever held in the city, for some reason or other it has been sadly neglected by historians, and no history of Boston accords it more than a mere mention.

The convention was ordered to assemble in the vicinity of Boston Common at nine o'clock, and, after arranging themselves in military formation, the members, headed by a cavalcade, on the stroke of ten began their march through the city. The line of march was as follows: down Tremont Street to Warren, to Washington, State, Commercial, South Market, Merchants Row, Blackstone, Hanover, Charter, Salem, Cross, Union, Hanover and back to Beach Street, by way of Park. This route was planned in order that the Whigs might pass the birthplaces or residences of Joseph Warren, Samuel Adams, John Hancock, Paul Revere and Benjamin Franklin—all prominent Whigs of the Revolution. It was also arranged to include the scenes of the Boston Massacre and the sites of the Liberty Tree, Green Dragon Tavern, Faneuil Hall, and other places where the Whigs once so ardently contended for liberty.

When the procession had returned to the Common, the convention was called to order by Daniel Webster, the president of the day. Addresses were delivered by distinguished Whigs until as late as four o'clock in the afternoon, when the meeting was dismissed to reassemble on the Common and at various halls. In the light of posterity, one of the most interesting comments on this Whig gathering comes from the pen of William Lloyd Garrison and appeared in his paper, *The Liberator*, several days after the event. The article starts off in a subtle and sarcastic vein, the force of which is not fully realized until one reads halfway through the story, when, by means of vitriolic comparisons, Garrison makes his point. "It is idle and contemptible," begins the writer, "on the part of the morning *Post* and the *Emancipator* to give the impression abroad that the mass meeting of the Whigs, in this city last week, was on the whole a failure! It was, unquestionably, multitudinous, beyond all precedent in this Commonwealth, and took even the Whigs themselves by surprise. It occupied in passing where we stood one and three-fourths hours. . . ." "New England appeared

WHIG MASS MEETING ON BOSTON COMMON

On September 19, 1844, Daniel Webster, as president of the day, called to order on the Common one of the largest gatherings of Whigs ever assembled. Addresses were delivered by distinguished Whigs and, as Garrison said in *The Liberator* several days later, the convention was "multitudinous, beyond all precedent in this Commonwealth, and took even the Whigs themselves by surprise."

to have been swept," he continues, "in order that all her stars and stripes might be unfurled on the occasion. There were a thousand devices and mottoes designed to illustrate Whig patriotism and love of equal rights (!) and Democratic attachment to Texas and 'free trade.' "

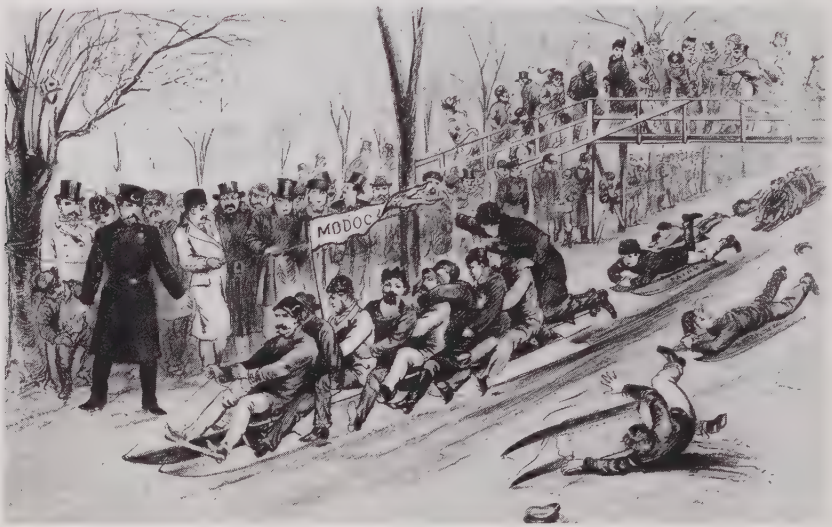
Now comes the real Garrison, for he continues: "So much as a matter of honest concession. But what shall we say of the object of this immense assembly? Ostensibly it was to promote the cause of liberty and northern industry; in reality (like that of the Democratic party) it was to glorify a MAN STEALER and secure his election to the Presidency—to keep the free labor of the North still under the control of a slaveholding oligarchy—to make sport of human interests by trampling on human rights—to show how little fear of God or regard for man there is in the country—to keep the people hoodwinked and cajoled so that demagogues might still on their shoulders ride into stations of honor and emolument!"

Garrison winds up his article by quoting at length from the Scriptures, and, in answer to his own question, "Why do we deal treacherously every man against his brother?" concludes with: "I will come near to this nation to judgment and I will be a swift witness against sorcerers and against adulterers and against false swearers and against those that oppress the hireling in his wages, the widow and the fatherless, and that turn aside the stranger from his right, and that fear not me, saith the Lord of hosts."

OLD COASTING DAYS IN BOSTON

The winter sport which took precedence over all others in popularity in the early days of Boston was coasting, or racing. Strange as it may seem, prominent sleds and their owners were as well known among the boys and sportsmen of that day as horses or yachts are to us. Almost any Saturday afternoon during the long, severe, old-fashioned winters of a hundred years ago, throngs of spectators might be seen lined up on either side of the "long coast" which ran from the corner of Park and Beacon Streets to the West Street entrance into Tremont Street, and as much farther along Tremont Street as the impetus would make possible.

There was an orthodox method of procedure from which no coaster would dare vary if he valued his life and career as a coaster. The participants would all collect at the top of the coast—in other words, at the corner of Beacon and Park Streets—holding their sleds up high and straining like dogs on a leash for the signal to be off. This signal consisted merely of a cry uttered by one of the prominent coasters, as, with a sprint forward, he slammed his sled down on the frozen ground and hurled himself full length upon it. His start was the signal for all to follow, and one after another would strike out from the crowd in rapid succession, each keen to pass as many ahead of him as possible. In a few seconds the air resounded with cries of "Lullah," meaning "Clear the way." The lesser lights among the coasters were careful



LULLAH!

With cries of "Lullah! Lullah!" did coasters in old Boston clear the way for their sleds. Coasting was once a favorite winter sport in Boston and the racing possibilities of the various sleds were as eagerly discussed then as are yacht and horse races today.

not to start until the heavyweights had sped on their way, lest they be overtaken and perhaps seriously injured in the maze of swiftly moving sleds. All watched the finish with great interest, for the honors of the race went not only to the swiftest, but to him who managed to make his sled go the farthest. Among the more famous race-sleds of that day were the *Comet*, owned by Dr. Frank Wells; the *Eagle*, belonging to James Lovett; the *Tuscaloosa*, the property of Horatio G. Curtis; and the *Multum in Parvo*, handled by Francis Peabody.

The walk uphill was made interesting by a lively discussion of the merits and faults and the reasons why and wherefore such-and-such a sled had or had not come up to the mark. Various sleds, their owners, their lines and methods of construction, were all discussed with great erudition by their youthful owners and, as often happened when invidious comparisons were made between a "South End" and a "West End" sled, a scrap was sure to ensue. Then the joys of coasting were varied by the thrills of a real snow fight, and spectators had either to join in the fray, which they often did, or run for their lives—both of which they seemed to enjoy thoroughly.

Mr. Lovett, in his book "Old Boston Boys," relates an amusing incident which occurred on one of the Beacon Hill coasts when a colored lady of generous proportions, with her basket of clothes balanced on her head, was caught by a sled, lifted into the air, and deposited astride the coaster, who, with the increased weight, continued down the

hill more rapidly than ever. One may imagine the scoldings and cuffings the poor lad received from the irate colored lady, who was not only shocked by the mishap itself but greatly chagrined by the hilarious enjoyment of the spectators over her predicament.

The most popular coasts were, in addition to the "long coast" which we have just described, the Joy Street coast, the Beacon Street Mall, the "Brig" or Flagstaff Hill coast (the flagstaff standing on the spot now the site of the Soldiers' Monument), and the Mt. Vernon, Chestnut and Kitchen (later known as Branch Avenue) Street coasts. It was the coast along Park Street, however, that was to become famous in history, due to the fact that one day the British soldiers under General Gage destroyed it, to the great sorrow and consternation of the youthful coasters. Indignant at such an encroachment upon their personal pleasures, the Boston Latin School boys made a protest to General Frederick Haldeman against such wanton destruction. Strange to relate, he saw their point of view and ordered the coast restored. He reported the affair to his superior officer, General Gage, who made the now historic observation that it was impossible to beat the notion of liberty out of the people, as it was rooted in them from their very childhood.

THE REVERE HOUSE

The Revere House, which was built in 1847 by a company of men connected with the Mechanics' Charitable Association was, as may be surmised, named in honor of Paul Revere, "The Messenger of the Revolution," and the first president of this Association.

At the time of its opening, this hotel was universally regarded as the largest and finest in New England. Boston was then a small city of approximately 130,000 inhabitants, but this figure imparts a false impression, inasmuch as it does not include "the quiet country population of Dorchester and Roxbury," as it was once termed. The Public Garden had but recently been reclaimed from a marshy, undeveloped tract, to all appearances of no value and certainly not beautiful; and, at the point where Beacon Street now descends into the Back Bay district, began the famous Milldam which connected Boston with the narrow roadway that led to Brookline. Tremont, Boylston, Summer, Winter and Franklin Streets, and Temple Place were still residential, retail business being confined principally to Scollay Square, Cornhill, Washington, Hanover, Court and State Streets.

So it was that the citizens of Boston were greatly and rightfully impressed with the new Revere House which stood at the corner of Bulfinch Street and Bowdoin Square on the site of the former dwelling of Kirk Boott, an eminent merchant of his day. The papers devoted much space to a detailed description of the building. From them we learn that the main part consisted of five stories, while the two wings to the south and west had four each. A portico supported by four Corinthian columns comprised the main entrance and led into a spacious hall. With its floor of finest marble tile and its ornate decora-

tions, an ingenious arrangement of mirrors reflected the spaciousness and beauty of the main entrance hall to a double extent.

Paran Stevens, its celebrated landlord, was a one-time lessee of the Fifth Avenue Hotel of New York and the Continental of Philadelphia. This Boston hostelry was always run upon the American plan, and in the light of modern prices one rather envies the old days when the cost of residence at this—the finest hotel in Boston—ranged from $2.50 to $4.00 per day, according to the location of rooms. It is hardly necessary to say that it was much patronized as a winter residence by wealthy Bostonians and that it numbered among its guests many persons of distinction. A glance through the pages of the old visitors' registers would reveal that it entertained within its walls Presidents Fillmore, Pierce, and Johnson, Generals Sherman and Grant, the Prince of Wales, the Grand Duke Alexis of Russia, King Kalakaua, the Emperor Dom Pedro, Christine Nilsson, Parepa-Rosa, Therese Titiens, Jenny Lind, Adelina Patti, and a host of others. From its balcony, many speeches, impromptu and otherwise, were made by these prominent guests in response to the insistent demands of the eager crowd without.

In later years this property passed into the control of Chapin, Gurney & Company, who also owned the Tremont House, and in 1883, C. B. Ferrin, once proprietor of the Westminster Hotel, New

THE REVERE HOUSE

Located in a delightful square within ten minutes' walk of the Common, State Street and the fashionable stores of Washington and Tremont Streets, this famous old hostelry was long considered one of the finest hotels in the country. It was here, amid the most luxurious appointments of the day, that Boston entertained her distinguished guests.

THE AMERICAN HOUSE

Managed by Lewis Rice and located in Hanover Street, this old hotel was for years the largest and most modern to be found in all New England. Not only did it "possess all the modern improvements for the accommodation of the traveling public," but it enjoyed the distinction of having the first passenger elevator in Boston.

York, became its owner. Although the Revere House lost none of the fame which its early associations had imparted to it, with the march of progress and the erection of more modern hotels this once famous hostelry slowly but surely declined in popularity and passed into oblivion.

COREY HILL

Originally Corey Hill was known as "The Great Hill." It was at various times the property of early settlers of Boston, but it was not until 1797 that it came into the possession of Timothy Corey. Because of the prominence of this family in Brookline and, owing to the many years during which this property remained in its possession, it became known as Corey's Hill, now called "Corey Hill."

Captain Timothy Corey was the son of Isaac Corey of Weston and was in active service during the Revolution. He was one of three sole survivors of an entire company which was wiped out by wounds and sickness in that great war. He was a fine-looking man, always dressed in the style of the last century and never seen without his three-cornered cocked hat. His wife thought he was handsome, as we may surmise from the fact that when asked by a stranger where he might

BOSTON FROM COREY'S HILL, BROOKLINE

In years gone by, many visitors came by coach and on foot to enjoy the beauties of the scene stretched before them. The coach has given way to the motor car of today, but now, as then, visitors to Boston still obtain one of the finest bird's-eye views of the city from this eminence.

find her husband, she told him to walk down the road, and, when he saw "a fine-looking, portly man on horseback," he might know it was her husband. Captain Corey was a rather odd figure; so that it did not greatly surprise anyone when, in his late years, he joined the Free Masons, stating that he did so because his son, Elijah, belonged, and no son of his should know more than he did.

The hill remained in the possession of some member of the Corey family until it was parceled off into various building lots to take care of the rapid growth of Brookline. Many years have passed since the picture we have reproduced here was made, and, although the hill is now thickly populated and apartment houses creep further up its side with each passing year, there is still a wide-open space on its summit. Here, on any pleasant summer evening, one may find hundreds of cars parked, their occupants enjoying the setting sun as it casts its soft glow over the city stretched out below in all directions. A visitor to Boston is often taken today, as he was years ago, to the top of Corey Hill to enjoy a bird's-eye view of our city.

ENOCH TRAIN & COMPANY

A tall, erect and dignified figure was Enoch Train, head of the house of Enoch Train & Company, as with manly step he walked down State Street and turned in at Commercial Street, on his way to his famous counting-room at 37 and 38 Lewis Wharf. The soul of honor, integrity, and generosity, he epitomized all that was best in the early New England tradition of what a gentleman should be. As was appropriate for a Boston gentleman of his day, he was not only engaged

in the shipping industry, but was foremost among American shipowners, his firm at one time possessing the largest number of ships of any in the city.

Having received his early business training in the hide and leather store of his uncle, Samuel Train, it was natural that Enoch Train's earliest ventures, after he established his own shipping business, should have involved the importing of hides from Russia and South America. So successful was he that as early as 1884 he established the famous Train line of packets to Liverpool and at one time had the gratification of knowing that thirty or more of his vessels constantly plied between Boston and Liverpool. His first ship was called the *Joshua Bates*, in tribute to the American partner of Baring Brothers, one of the most famous of English shipping houses. The vessel was built for him at Newburyport by the celebrated Donald McKay, and so pleased was he with the latter's work that he said to McKay: "You must come to Boston; we need you, and if you want any financial assistance in establishing a shipyard, let me know the amount and you shall have it." This was the beginning of a new era in the life of both builder and owner, for McKay lived to place his name in the vanguard of American clipper-ship builders and Train to become one of the most famous operators of ships in the glorious clipper-ship era.

Among the many famous vessels built by McKay to sail under the Train banner were the *Anglo-Saxon*, *Anglo-American*, *Washington Irving*, the *Chariot of Fame*, the *Cathedral*, the *Staffordshire*, the *Flying Cloud*, *Empress of the Seas* and the *Lightning*. The *Staffordshire* and

Kindness of Henry R. Dalton

POST OFFICE SQUARE IN 1758

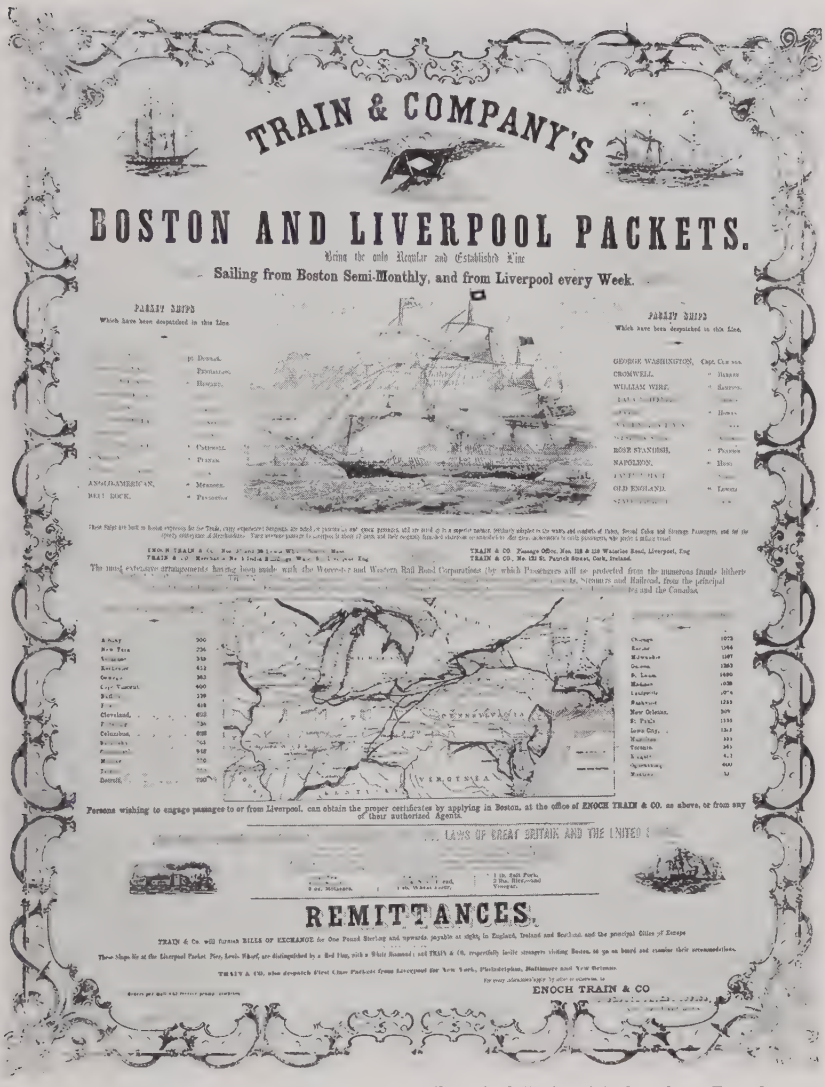
Showing Captain James Dalton's house at the corner of Dalton (changed to Congress in 1800) and Water Streets. In view of the recent changes in Post Office Square, it was felt that it might be interesting to reproduce this old picture in our 1930 booklet. A copy of this picture, which was presented by Henry R. Dalton, may be seen at our Massachusetts Avenue Office.

the *Ocean Monarch* were burned at sea, with the loss of many lives. The *Chariot of Fame* was Enoch Train's favorite. Her master was Captain Knowles and she boasted of a reading room on her quarter-deck, an unheard-of luxury in those days. The *Flying Cloud* is one whose name has come down to us today as making a record for speed which has never yet been surpassed by a sailing vessel.

It is indicative of Enoch Train's great vision and broad-minded attitude toward the shipping industry that in 1855 we find him one of the incorporators of the Boston & European Steamship Company. As the purpose of this company, of which, incidentally, Donald McKay was also a member, was to "navigate the ocean by steam," it was expected that Train would oppose it on the ground of its being antagonistic to his own clipper-ship company. Instead, however, of opposing, he heartily endorsed it and, as he himself expressed it, "lent it the strength of his right arm." In the light of today it is interesting to note how he justified his position, claiming as he did that "there is a vast difference between steam and sailing vessels" and therefore deducting that steam would never interfere with his regular business—the transportation of freight. Although he never lived to see the steamship era as we know it, undoubtedly were he living today the flag of Enoch Train & Company would be nailed to the masts of the foremost steamships of our time as it was once nailed to the masts of the finest ships of his day.

Frederick W. Thayer, at one time a partner of Train, established an office in Liverpool where, in company with George Warren, they started a business known under the name of Thayer & Warren. It was this firm that succeeded to the business of Enoch Train & Company. Although Train & Company was first located at Lewis Wharf, at the time of the sale of the business to Thayer & Warren it was situated at Constitution Wharf. Train bought the latter place about 1852 for the use of his ships and moved his own private office to State Street. Though carrying on the traditions of the famous house to which it succeeded, Warren & Company (as the new firm became known) while still flying the Train private signal of a red ground with a white diamond, was one of the first houses to appreciate the importance of iron screw steamers. The Train & Company poster which is reproduced in this book shows the ill-fated *Staffordshire* flying the Train insignia, together with a list of ships owned by this firm. The insert of a map, together with the locations of inland cities near Boston, was shown, of course, for the convenience of people from the interior of the country who might wish to sail from Boston for the Continent.

Perhaps the truest analysis of a man's character can be drawn from the attitude his employees exhibit toward him. Certainly the stevedore who, when Train faced ruin after the Civil War, placed his pocket-book on the latter's desk with the words, "Take it; I have made the money out of your ships," paid a tribute that speaks more eloquently of Train's character than could all the eulogies in the world.


TRAIN & COMPANY'S
BOSTON AND LIVERPOOL PACKETS.
Being the only Regular and Established Line
Sailing from Boston Semi-Monthly, and from Liverpool every Week.
FAMILY SHIPS
Which have been despatched in this Line
FAMILY SHIPS
Which have been despatched in this Line.
GEORGE WASHINGTON, Capt. Cobb
CROMWELL, " Bursley
WILLIAM WIRE, " Sawyer
ROSE STANDISH, " Pierson
NAPOLEON, " Hoxie
OLD ENGLAND, " Lewis
ENOCH TRAIN & Co. Boston. TRAIN & CO Passage Office, Nos. 115 & 116 Waterloo Road, Liverpool, Eng
TRAIN & CO, Nos 121 St. Patrick Street, Cork, Ireland.
Persons wishing to engage passages to or from Liverpool, can obtain the proper certificates by applying in Boston, at the office of ENOCH TRAIN & CO. as above, or from any of their authorized Agents.
REMITTANCES.
TRAIN & Co. will furnish BILLS OF EXCHANGE for One Pound Sterling and upwards payable at sight, in England, Ireland and Scotland and the principal Cities of Europe
These Ships lie at the Liverpool Packet Pier, Lewis Wharf, are distinguished by a Red Flag, with a White Diamond; and TRAIN & Co. respectfully invite strangers visiting Boston, to go on board and examine their accommodations.
TRAIN & CO. also despatch First Class Packets from Liverpool for New York, Philadelphia, Baltimore and New Orleans.
ENOCH TRAIN & CO

From the Collection of the State Street Trust Company

TRAIN & COMPANY'S POSTER

The house of Enoch Train & Company was famous the world over and at one time enjoyed the distinction of having thirty or more of its packets constantly plying between Boston and Liverpool. This poster may be seen on the safe deposit vault floor at our Main Office.

THE PUBLIC GARDEN

Taken from Arlington Street looking towards the Common. This old view of the Public Garden gives an excellent idea of its beautifully laid-out walks and pleasantly diversified landscape. At the left may be seen the State House with its golden dome, while on the extreme right appears the old Masonic Temple. The picture from which this illustration was made may be seen at our Copley Square Office, 581 Boylston Street.

THE PUBLIC GARDEN

In 1794 the site of the present Public Garden was called "the round marsh" or "the marsh at the bottom of the Common," and, as its name implies, it was far from beautiful; nor was it made any more beautiful by the erection in 1794 of five large ropewalks. As these marshes were then considered worthless, the Town of Boston granted them free to the owners of the ropewalks after the burning of their own buildings in Pearl and Atkinson (now Congress) Streets. Although this was apparently an act of great generosity on the part of the town, it was really done because the City Fathers wished to prevent the re-erection of the ropewalks on their former site due to the valuable property which was endangered by their presence. In 1819 another fire destroyed the buildings, and the owners decided that, instead of rebuilding, it would be more remunerative to divide their property and sell it for building lots. The value of their lands had been greatly enhanced by the opening of Charles Street in 1804, and it was still further improved by the milldam project which was then under way and which would convert the wet and muddy marshes into dry land.

It was at this time that the idea of a public garden was first conceived, for the citizens of Boston strenuously objected to the agitation on the part of shrewd promoters to use this ground for building purposes. It was in 1859 that an Act of Legislature secured the property forever for the use of the citizens of Boston. Thus it will be seen that the city realized, after a considerable period, the necessity of regaining what it had once forfeited as worthless.

The Public Garden, which today is second to none in this country in beauty, contains slightly over twenty-four acres, and in form it varies but little from a perfect parallelogram. The iron fence which now surrounds the grounds was built in 1862 and at the same time the enclosure was filled in, graded, and laid out on a definite plan. There was a period in its early history when the Garden was used as a circus ground as well as a place for other celebrations; and it soon became a feat of skill among Boston boys to be able to vault the high iron fence which surrounded it and thereby, when the policeman's head was turned, gain admission without charge to any event that might be taking place there.

With the addition of fountains and of a fine artificial pond fed from the overflow of Frog Pond on the Common, gayly canopied pleasure boats and graceful swans, the Public Garden appears more beautiful each year. The pond was spanned in 1867 by an iron bridge of such unnecessary solidity that many jokes appeared in the papers of the day concerning the incongruous effect produced. One wit termed it "the Bridge of *Size*," and although this appellation seems to have died with the generation that produced it, it became nevertheless the accepted name for this structure in its earliest days.

The erection of some extremely fine examples of statuary, among the most famous of which is the equestrian statue of Washington by

Thomas Ball, has added in no small measure to the beauty and fame of the Public Garden. Only the visitor there today who is acquainted with its history can appreciate, as he exclaims over the beauties of its well-kept lawns, carefully trimmed walks, and remarkable display beds of flowers in accordance with the various seasons, the miracle that has been wrought. Once a picture of desolate marsh, engulfed more or less constantly by the backwash from the sea, the Public Garden epitomizes a transition from ugliness to beauty.

SKATING ON JAMAICA POND

In the early days of Boston, skating was second only to coasting in popularity. Jamaica Pond, a beautiful sheet of water covering some seventy acres in Jamaica Plain, was far and away the favorite and also the most fashionable place for indulgence in this sport. Here, almost any afternoon or evening when the ice was good, hundreds of skaters could be seen. It was the custom among Boston's society people to form skating parties, and on moonlit evenings the clear ring of many skates as they struck the ice resounded on the night air.

Here, also, was the boys' paradise for ice hockey, a sport that was a more strenuous affair in those days than it is now, for the reason that the teams were composed of fifty or more, and the constant mixups that occurred when a number of energetic lads all flew in one and the same direction after the puck made the old pond a very lively place indeed.

Old residents of Boston still recall with pleasure the early skating days on Jamaica Pond and never fail to add, in reminiscent tones, "The old days were the best." Showing how times have changed, one resident remarked that during the past few years there have been scarcely any days when the pond has been sufficiently frozen to permit skating.

MASONIC TEMPLE

In 1864 the Winthrop House and the adjoining Free Masons' Hall, which formed the corner of Boylston and Tremont Streets, were destroyed by a fire which left nothing but the walls standing. The Masonic Temple, shown on page 30, was the successor to these buildings. Boylston Street was formerly known as Frog Lane of the South End, and its route was the same as now, except that the sea washed the southerly end of the Common, thus bringing it to an abrupt end at Park Square. Erected in the same year that its predecessors were destroyed, the corner stone of the Masonic Temple was laid with appropriate ceremonies on October 14, and the Temple was dedicated on the Free Masons' anniversary, St. John's Day, June 22, 1867, at which time President Johnson was the guest of honor.

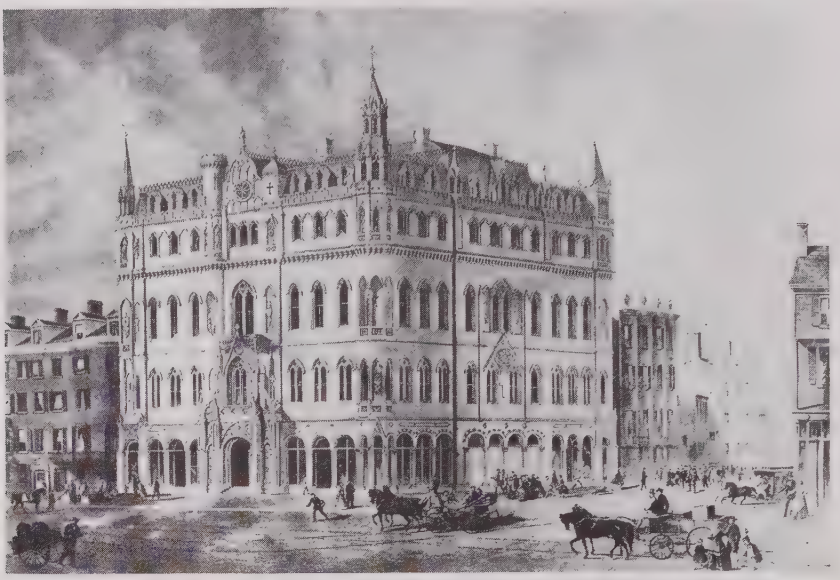
The building was one of the finest examples of its age of architecture. All except the street and basement floors were occupied for Masonic purposes. This building was destroyed in 1895, and three years

From a very rare print

From the Collection of the State Street Trust Company

SKATING ON JAMAICA POND

Showing the costumes of the early days. Every winter the frozen surface of this beautiful sheet of water resounded to the skate of thousands of Bostonians whose custom it was to form gay skating parties throughout the winter.



MASONIC TEMPLE

The second of the three Masonic Temples to be located at the corner of Boylston and Tremont Streets, this building was an outstanding example of the architecture of its day. All except the street and basement floors were occupied for Masonic purposes.

later the corner stone of the present building was laid. It was dedicated September 1, 1899, being the third Masonic Temple to be located on this site.

BOSTON FROM CHELSEA HILL

The peninsula subsequently named Boston, on which William Blackstone first had his farm and which that party of Englishmen who came from Charlestown in 1630 settled, was very irregular in shape and quite small, containing only 690 acres of land fit for habitation. About a hundred years later this territory was crisscrossed "horizontally, perpendicularly and diagonally in a frenzied manner"—from which it has been said it has not yet recovered—"by forty-two streets, thirty-six lanes and twenty-two alleys; was dotted with three thousand houses of which one thousand were brick; and gave homes to twelve thousand people." About this time, 1722 to be exact, the first accurate survey of the nucleus of the present Boston was made by Captain John Bonner. Its outlines may be found traced on a map of the present city of Boston in the city surveyor's office, and it is interesting to contrast the original peninsula with the present city area, for it shows that more than half of the territory now known as Boston is made land. Of course, in speaking of the old peninsula of Boston, it must be remembered that the colonists owned land outside

BOSTON FROM CHELSEA HILL

This very same point of Boston was undoubtedly sketched from nature some time prior to 1840, for a view made in that year is obviously adapted from this one, the only apparent difference lying in more thickly populated districts of East Boston.

Courtesy Boston Transcript

A RECENT AIRPLANE VIEW OF BOSTON

This is interesting as a contrast to earlier views of the city shown in this book. The Common and Public Garden may be easily recognized.

VIEW OF BOSTON FROM THE SOUTH BOSTON BRIDGE

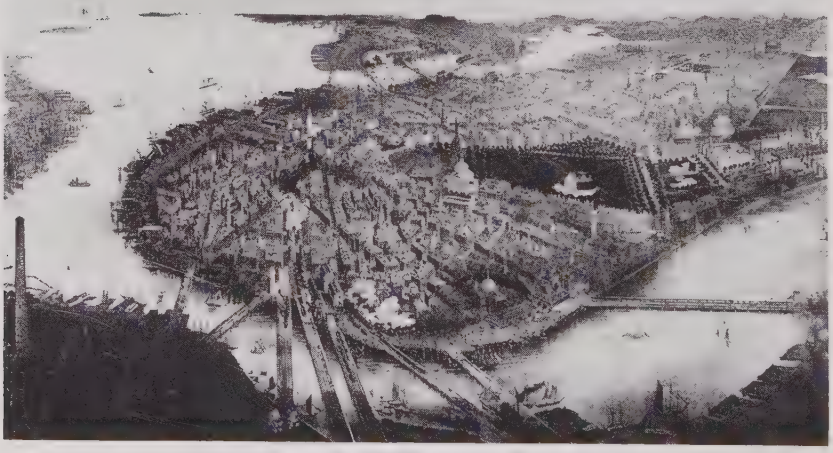
This extremely rare view of Boston was made by J. Milbert, a Frenchman, who sketched it from nature when on a tour of this country. It first appeared in his account of his travels written after his return to France and entitled "Itinéraire du fleuve Hudson."

this tract, for the records of November 7, 1632, show that "the neck of land betwixt Powder Horn Hill and Pullen Point (Chelsea) shall belong to Boston and be enjoyed by the inhabitants thereof forever."

Two years later, from a record whereby the Court ordered that Boston "shall have the benefit of enlargement at Mt. Wollaston (Quincy)," we learn that at an early date, Boston included the land on which the present city of Quincy is located. So it goes all through the record book. Every few years brought a new annexation of land to enlarge the territory of Boston, and yet the territorial growth of the city cannot be said to have commenced until March 9, 1804, when the Boston Mill Corporation was chartered and permission was obtained from the town to use the soil of Beacon Hill (the pinnacle of which was then being reduced) to fill in the pond formed by the backwash of the sea at the foot of the Common—a section which we now known as the exclusive Back Bay.

With the incorporation of the Boston and Roxbury Mill Corporation in 1814, for the purpose of building a milldam from Charles Street to Brookline, as already described, the city of Boston took a step of which time alone has witnessed the importance. In addition to forming a direct road between Boston and Brookline, this dam shut out the water of the Charles River and some years later made possible the extension of Beacon, Commonwealth, Boylston and all those streets in the section now known as the Back Bay.

From the three bird's-eye views of Boston which are included in this book, we glean an idea of its early appearance. The view which has been drawn from nature by some artist as he stood on the slope of Chelsea Hill shows Boston as it appeared from that point some time between the years 1860 and 1865. If one compares this view with that made from the north—an almost opposite point—in 1877, one will note that tremendous strides had been made in the building up of the city between the two periods. The latter view is particularly interesting, for not only does it show the general outline of Boston Harbor, but the great number of ships which lie moored along the coast speak eloquently of the great shipping prosperity which characterized Boston at this period. In the earliest of the three views—drawn by the French artist, J. Milbert, as he stood on the South Boston bridge—the State House dominates the city. Milbert's view is a charming sketch of old-time Boston and preserves for us much of the atmosphere of the city in its early days. The view of Boston made from Charlestown at a considerably later period is particularly interesting, not only because it gives a very clear idea of the limits of the city in 1877 but shows us the newly laid-out Public Garden with its "Bridge of *Size*"; depicts the Boston & Providence Railroad train as it crosses the marshes and approaches its terminal, which was



A BIRD'S-EYE VIEW OF BOSTON FROM THE NORTH

This rare print furnishes an excellent idea of the appearance of Boston about 1877 from the vicinity of Bunker Hill Monument. The then newly-developed Back Bay may be seen on the extreme right opposite the Public Garden, while the numerous ships in the harbor and along the wharves remind one of the glorious days of Boston's golden shipping era.

GRAND MASS WASHINGTONIAN CONVENTION

This convention or "Total Abstinence Festival," as it was more commonly called, took place on Boston Common on May 30, 1844. After a parade about the city, the convention was formally opened on the Common by His Excellency, Governor Briggs, and the whole day was occupied with addresses

located in the present Park Square; and shows us the beginnings of two streets destined to become among the best known thoroughfares in America—Beacon Street and Commonwealth Avenue. The numerous bridges in the foreground of this picture formed then, as they do today, the well-travelled links between Boston and its neighbors across the Charles—Charlestown and Cambridge.

GRAND MASS WASHINGTONIAN CONVENTION ON BOSTON COMMON

The Washingtonian Convention, or "The Total Abstinence Festival," was held on Boston Common on May 30, 1844. The *Advertiser and Patriot* of May 31 reported that it was "the leading object of interest yesterday. Many strangers were in town and, as many places of business were closed, a large mass of our own citizens either joined in the procession and assemblies or in the throng of spectators who witnessed them." From this same paper we learn that after the convention had marched about the city, it returned to the Common, where the meeting was formally organized and opened by His Excellency, Governor Briggs. All through the day, addresses were delivered from two platforms in different parts of the Common and at evening the convention adjourned to Tremont Temple, where it was addressed by Governor Briggs.

The meeting in itself was not particularly unusual, but the signifi-

Made from a rare

PARK SQUARE IN 1837

This picture of Park Square is particularly interesting in the light of the great developments which have since taken place in this section. A description of the keyed buildings will be found in the accompanying text.

cance of the fact that the members of the organization chose Massachusetts as the scene of their activities is more appreciated when one realizes that at that time this Commonwealth stood at the head of all other States in the manufacture of rum.

"We are irresistibly brought to the conclusion from the history of all ages, and of all countries, that any business or habit so long pursued, with the consent and approbation of the people, as has been the manufacture and retail of spirituous liquor, never can be successfully abolished by Legislative action." Thus spoke Ohio as early as 1837, when the temperance advocates in this country entered the halls of the Legislature in an effort to enforce their ideas. This statement expressed the sentiments of all the States then in the Union except Mississippi, Tennessee, and Massachusetts and cannot help but be full of interest to America today.

The Total Abstinence, or Washingtonian Movement, as it was called, commenced in this country as an earnest cause as early as 1833. Two years later, under the auspices of a New York State temperance society, it made rapid progress, and by 1837 it was no longer content to further its cause by appeal to popular sentiment but prepared to enter the halls of Legislature. It was this departure from the course formerly adopted that led the various States throughout the Union to express themselves in the manner already referred to.

PARK SQUARE

A stranger wishing to ascertain the location of Park Square upon consulting a city directory would learn that it formed the "junction of Broadway, Boylston Street and Columbus Avenue." A little further research would reveal the fact that as early as November 28, 1855, it was "inclosed as a public square and named Park Square." Thus enlightened, the stranger would go forth confident that he would recognize Park Square when he came upon it. Only a conversation with a born and bred Bostonian would convince him of the magnitude of his presumption, for, in spite of the street commissioner's attempt to bound it, Park Square refuses to be hemmed in by artificial boundaries and spreads itself out to include a rather vague section which contains many of the finest commercial and municipal buildings in the city.

The changes that have been wrought in Park Square may be best realized by a comparison of its present aspect with the illustration which accompanies this article, quaintly depicting its appearance in 1837. Fortunately, someone who was acquainted with the section at that time has identified a number of the early buildings, which have been numbered for the convenience of the reader. Number "one," at the extreme right of the picture, shows us how the Boston & Providence Railroad Depot appeared in 1837, just one year after its erection. The quaint figures of the lady and gentleman in the foreground are pointing to several cars which are standing on one of the numerous lines of tracks leading into the station. The group of buildings numbered

"two" were evidently not of great importance in their day, for they have managed to escape identification. The building directly back of the flagstaff is the State Laboratory of Arms, or Arsenal, while the little squat building in the foreground, numbered "four," resembling in architecture the Boston & Providence Railroad Depot, was the office of the State Laboratory of Arms. Mr. Sheafe occupied the office of superintendent at the time this drawing was made. Numbers "five" and "six" are residences: the former, facing Carver Street, was the house of James Phillips, and the latter, number eighteen Boylston Street, at the corner of Pleasant Street, was the home of Dr. Winslow Lewis.

The large many-sided building surmounted by a flag, and marked number "seven", sheltered the panorama "Jerusalem and Niagara Falls." It was opened some time in May, 1837, but the exposition evidently did not meet with great success, for it was closed within a short time. Almost in the center of the picture and marked number "eight" were the hay scales which, at the time this sketch was made, were operated under the direction of the city weigher, Ebenezer Clough. Number "nine," its neighbor on the left, bore the imposing title of "A Gun House of Sea Fencibles," and was owned by Captain William Lewis, Sr. In this building Dr. Morrill Wyman dissected an elephant, the skeleton of which may be seen today in the Museum of Natural History. At the extreme left of the picture, and facing on Beacon Street, appear, first, the residence of Benjamin C. Clark, 35 Beacon Street (number "ten") and that of Nathaniel P. Russell, 34 Beacon Street (number "eleven"). The Hancock House, numbered "twelve," is located directly next to the State House, which scarcely needs the identifying number of "thirteen." Number "fourteen," on the other side of the State House, was once the residence of Captain John R. Pearson; while number "fifteen," at the corner of Park and Beacon Streets, designates the location of the Ticknor House, now appropriately occupied by committees arranging the many tercentenary activities which are to take place this year. This house was built by Jonathan Amory in 1800 and was afterwards altered by him into three dwelling houses. The residence of Abbot Lawrence, now occupied by the Union Club, number "sixteen," at 8 Park Street, comes next.

The ingenious person who took such care to locate and identify the various buildings appearing in this print has designated one group number "seventeen," but in his description, strange to relate, he neglects to make any mention of them. The tall, graceful spire identifies number "eighteen" for us as the Park Street Church. Number "nineteen" will be interesting to many as marking the old Masonic Temple in the days when it was located at the corner of Tremont Street and Tremont Place. Twenty-seven years after its erection it was sold to the Government and occupied by the Federal Court, until it became the home of R. H. Stearns & Company.

BOSTON COMMON

The gentleman in the foreground might well be Dr. Oliver Wendell Holmes, for no one more than he loved to stroll along the elm-shaded paths of the Common. This view shows the Beacon Street Mall, looking towards Park Street. The State House may be glimpsed on the left.

BOSTON COMMON

Boston Common, standing serene and untouched in the very heart of a busy city, symbolizes the permanency of ideals. Its origin goes back to the days of William Blackstone (Blaxton), Boston's first hermit settler, for it was included in the parcel of land originally purchased from him and was early set apart as a training field for soldiers. The law of 1640, which provided that "there shall be no land granted either for house-plott or garden," made it forever the property of the people, who from that day to this have guarded their right so diligently that none of the many attempts to evade it, made in the name of modern improvements, have been successful. No vehicle of any description has ever been allowed to run through the Common, and it was with great reluctance that consent was given to allow the first subway in America to burrow its way under it. However, as it in no way detracted from the beauties or liberties enjoyed by the citizens on their Common, permission was finally secured. Indeed, not even a street, in the strict sense of the word, has been allowed to destroy the charm and individuality of Boston Common. There are paths, it is true; in fact, so many of them, and running at so great a variety of angles, that one is convinced that there is more truth than poetry in the old story that they were laid out, like some of the crooked streets of Boston, by the illogical meanderings of the cattle which peacefully browsed here as late as 1830. Certainly, it is the most

VIEW OF BUNKER HILL
AND MONUMENT, JUNE 17, 1843

In this year the "noblest monument in the world" was completed and Daniel Webster, who, with Lafayette, had participated in the laying of its corner stone eighteen years earlier, also delivered the address upon this occasion.

logical explanation of such an illogical layout as one finds on Boston Common.

A quaint story still persists which is so delightful that one hopes it is true. It relates how one night John Hancock, whose home was located on the site of the present State House, overlooking the Common, desiring an additional supply of milk for a dinner which he was tendering the French in gratitude for their friendship, peremptorily ordered his servants to go forth and milk every cow on the Common, regardless of ownership. Evidently, in those days the cattle, as well as the Common itself, were common property! There is no record, anyway, that Hancock was ever called to account—much less criticised—for his act. Incidentally, a bit of the past is still with us; for there still exists a restriction on one of the lots on Mt. Vernon Street, which requires that its owner keep a passageway from his land to the Common of sufficient size to admit the passage of a cow.

To describe the Common properly, one must tell not so much of its area, its boundaries, or its physical appearance, as of its atmosphere, its history, its associations; for these, rather than the former, are most essential if one is to convey an adequate idea of its individuality and explain its place in the hearts of Bostonians. It is interesting, of course, to know something of its physical aspect, pleasantly diversified as it is with level and gently rolling ground, sunlit and shaded expanses, and practically covered with lawn; but it is much more delightful to be able to share its memories.

To those who know their Boston, even the stately old trees, which spread their shade so liberally, whisper stories of other days, when the youthful Emerson, as his share in the family chores, daily pastured his mother's cow on the Common; when, under their shade, he ardently besought Whitman to omit certain passages in his "Leaves of Grass"—and Whitman, knowing life as Emerson never could know it, went his way unmoved; days when the élite of Boston came each morning for a constitutional; when Daniel Webster, Edward Everett, and Rufus Choate sought inspiration from its quiet walks to tackle many

a knotty problem; and when charming ladies carried their picturesque spinning wheels out on the checkered lawn and played Priscillas to their admiring John Aldens. The more garrulous among these old sentinels of the past may even tell you how they set the fashion for trees all over the world by being the first to have their names affixed to them, at the suggestion of Oliver Wendell Holmes, who daily walked among them.

There are other stories, too, that these same trees can tell, but they are not so happy; for they recall days when the Common was the scene of many executions—executions which often showed how far a liberty-loving people were from realizing their ideal. Here, from the limbs of the "Old Elm," were hung women charged with witchcraft and Quakerism, together with Indians, pirates, and deserters. So uncompromising was the Puritan sense of justice that during Governor Hancock's régime a woman was hanged for stealing a bonnet valued at seventy-five cents. It is only natural to imagine that a people possessed of such a rigid code would forbid not only skating and bathing, but also walking and riding on the Common on Sunday, as perchance some slight degree of pleasure might be experienced on that day. Of course, smoking on the streets was forbidden at all times. How annoying it must have been, therefore, for the inhabitants of Boston to hear the British, during their occupation of the Common as a camping ground, racing their horses there and playing "Yankee Doodle" outside the very doors of the churches during service on Sunday morning. Dr. Edward Everett Hale recalls that as a boy he often played behind the trenches the British once dug here, and

From a rare old woodcut *Courtesy S. S. Pierce Tobacco Shop*

SMOKERS' CIRCLE, BOSTON COMMON

Smoking not being permitted on the streets of Boston as late as 1851, a place known as Smokers' Circle was set aside for this purpose on the Common.

To the Reverend SAMUEL PARTRIDGE, M.A.
This PLATE is with Permission Humbly Dedicated by his
VICAR of BOSTON LINCOLNSHIRE.
Much Obliged and most Obedient Humble Servant. John Buckler

ST. BOTOLPH'S TOWER, BOSTON, ENGLAND

The original painting hangs in the Vicarage at Old Boston, now occupied by Canon R. O. Hutchinson.

traced with his own hands the outlines left by their tents upon the grass. Many were the games of childhood that were played upon the Common, which today is the scene of many a football and baseball game! Indeed, the question of using the Common as a baseball field once influenced a Mayor's election; for the players, fearing the loss of their diamond, entered politics and, under the famous "Baseball Ticket," helped elect Mayor Shurtleff in 1869.

Of course the Common was long the favorite meeting place for conventions and festivals of all kinds. To cite the celebrations held here would be to enumerate many of the most important episodes in Boston's history. Illuminations, salutes, and fireworks on this famous ground hailed the repeal of the Stamp Act; a huge bonfire notified all of the surrender of Cornwallis; and from here started the historic procession to Bunker Hill when Lafayette laid the corner stone of that monument, as also did the parade in celebration of the one-hundredth anniversary of that battle. Among the great conventions and jubilees held here were the Great Whig and the Grand Mass Washingtonian Conventions of 1844 and the Grand Railroad Jubilee of 1851. Here was celebrated the visit of the Prince of Wales to this country in 1857, and the surrender of General Lee's army some years later. Numerous other events of importance took place here, even as recently as 1927, when Boston assembled to greet Colonel Charles A. Lindbergh, after his famous crossing of the Atlantic Ocean by air.

Thus, through the centuries, the Common has been the outdoor stage on which many a drama has been enacted. Scenes have changed; actors have long since gone their various ways; and, while the passing years have robbed it of much that was picturesque, the sense of personal liberty and genial freedom pervades this famous tract of land as genuinely today as it did when Louisa Alcott replied to a little girl who ran up to her crying, "Oh, Aunt Louisa, I feel like screaming," "All right, dear, go right out on the Common and scream as much as you please!"

THE FAMOUS BOSTON "STUMP"

St. Botolph's Town! Far over leagues of land
And leagues of sea looks forth its noble tower,
And far around the chiming bells are heard;
So may that sacred name forever stand
A landmark, and a symbol of the power
That lies concentred in a single word.

LONGFELLOW.

As early as 654 a wandering Saxon monk called Botolf, the saint of seafaring men, came to an inconspicuous little village in the fens of Lincolnshire called Icanhoe. Here he gathered together a few faithful followers and founded a priory which, as time passed, grew in numbers and strength. Indeed, the town's own identity became so submerged in that of the monastery and its founder that as early as 1270 it was no longer referred to by its original name but was called "Botolfston." In the fourteenth century it was known as "Botolestone" and

"Botolf's tun." About 1577 Lombarde states that the place was then called "Bostonstow," though "commonly and corruptly called Boston."

Toward the close of the ninth century the Danes, who invaded that section, ravaged and completely wiped away not only the buildings but the followers of St. Botolph. Tradition tells us that in 1309 the church was rebuilt, largely through the efforts of one Margery Tilney, and a memorial within the edifice bears testimony to this fact. The fervor of the Friars' Revival at the beginning of the fourteenth century furnished the inspiration, and the prosperity which came to Boston, England, about this time from the active wool trade with the Continent supplied the wherewithal to erect this edifice, which the town determined "should be the admiration of all Christendom."

Visitors to Boston, England, never tire of speaking of the charm of the town and of the quaint impressiveness of the old church, which proudly stands on the banks of the river Witham, its high tower rising to a height of 272 feet and overtopping all English cathedral towers, as well as rivalling them all in beauty of architecture.

The tower, the most distinguished feature of this famous old Cathedral, is commonly referred to as the "Boston Stump" from the fact that, when seen from a great distance, it appears to rise like a stump from the smaller buildings that cluster around it. The State Street Trust Company is depository and Allan Forbes is treasurer of a fund that is being raised at the present time by citizens of our Greater Boston to renovate this tower as a tercentenary gift to our mother town.

GUILDHALL, BOSTON, ENGLAND

This ancient building contains two cells wherein Puritan fugitives were imprisoned.

In addition to its tower, St. Botolph's Church has some peculiar and certainly unique architectural features, for its winding stone staircase contains just three hundred and sixty-five steps, the exact number of days in a year; it has seven doors, the number of days in a week; and it is lighted by fifty-two windows, the number of weeks in a year. To carry out more completely the cycle of time, the clerestory roof is supported on twelve stone columns, the number of months in a year; the well-worn stone steps to the library number just

twenty-four, to correspond with the hours in a day, while those leading to the Old Rood Loft contain sixty, the number of minutes in an hour and seconds in a minute.

When Reverend John Cotton, vicar of the Church of St. Botolph, left England to take up his duties as teacher of the Boston Church in New England, there is a story current that:

> *"The lantern of St. Botolph's ceased to burn*
> *When from the portals of that church he came*
> *To be a burning and a shining light*
> *Here in the wilderness."*

When Honorable Edward Everett was Minister to England, he visited Old Boston and, of course, the Church of St. Botolph. Upon ascending the "stump" or tower of the latter, he chanced to see an ancient iron-bound oak chest lying discarded and almost obliterated under the dust of centuries. He was interested by it and called it to the attention of the vicar, who had it reconditioned and, reviving the custom of earlier days, placed it on the left of the church door. Here, every Saturday night, it is filled with quartern (four-pound) loaves purchased from the income derived from legacies left between the years 1600 and 1755. On Sunday mornings, at the close of service, these loaves are distributed among the deserving poor of the parish.

There has always been a strong connecting link between Old Boston and New Boston, and the former town is said to have furnished more worthy citizens to the great work of colonizing America than any other place in England. Many gifts have been exchanged between the two Bostons. In the collection of the Bostonian Society there is a very interesting wooden model of St. Botolph's Church, as well as many quaint pictures of Old Boston. The reconstruction of the old chapel in St. Botolph's in 1855 was made possible largely through the generosity of George Peabody, Joshua Bates, and Russell Sturgis, three American citizens then residing in London, while the memorial tablet to Reverend John Cotton was placed there by his American descendants and friends. The St. Botolph Club, which takes its name from the patron saint of Old Boston, has some valuable relics of the mother town, and every seventeenth of June its members meet to commemorate the tie between the two places. There are other gifts in Trinity Church, Christ Church, King's Chapel, City Hall, First Church of Boston, and the Public Library. The State Street Trust Company also has a flagstone at the entrance to the Bank which came from the Guildhall in Old Boston.

From an old engraving

BOSTON, ENGLAND, FROM SOUTH END

Showing the shipping in the portion of the river beyond.

From the Collection of the State Street Trust Company

BOSTON, ENGLAND

From the Town Bridge, showing the "Grand Sluice" in the distance.

AN OLD VIEW OF THE "GRAND SLUICE" AT BOSTON, ENGLAND

Dividing the Sea Side of the River Witham from the fresh water or Upper Witham side to Lincoln.

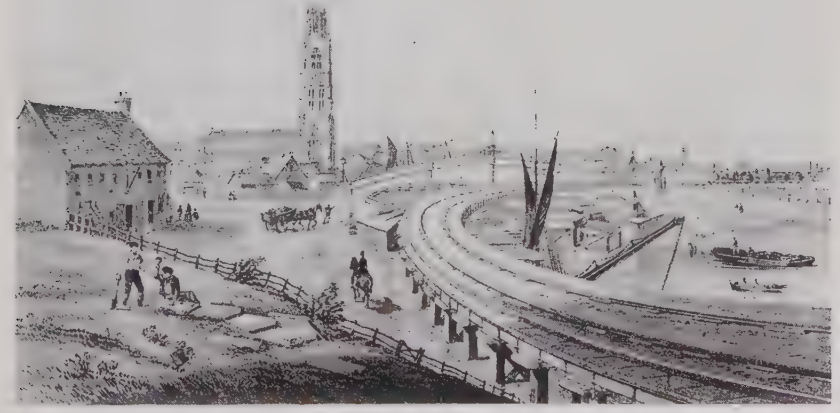
BOSTON, ENGLAND

Showing the Town Bridge over the Haven of many years ago.

From a very rare print

IRON BRIDGE OVER THE RIVER WITHAM

A good print at that date of the town bridge built in 1807. This was superseded by the present bridge, built a few years ago.



VIEW OF THE GREAT NORTHERN RAILROAD AND "GRAND SLUICE," SHOWING BOSTON CHURCH IN THE DISTANCE

A view soon after the railway was established in Boston, England, about 1846.

MARKET PLACE, BOSTON, ENGLAND

From an old engraving

MAY SHEEP FAIR, BOSTON

This print of Boston Sheep Market was published in the late twenties or early thirties and is taken from a painting by George Northcote, who was an actor and scene painter at the Boston Theatre. The Sheep Fair (now almost extinct) is shown in Wide Bargate. The old stagecoaches may be seen passing on their way.

From an etching by B. Eyre Walker

Kindness of Henry S. Grew, a director of the State Street Trust Company

BOSTON, ENGLAND

A modern etching of the oldest portion of Boston as at present existing.

BOSTON, ENGLAND

This view is from the first balcony of the Church tower about halfway up. Below is seen the Market Place and in the distance "the Wash."

OLD HOUSE IN BOSTON, ENGLAND

Situated at the South End of the Market Place, this house dates from the early part of the sixteenth century. It was taken down and rebuilt in 1872, preserving its ancient style. The present building is known as "Shodfriar's Hall" so named from the Dominican Friary which formerly stood near by.

THE MARKET PLACE, BOSTON, ENGLAND

Showing the newly erected Assembly Rooms about one hundred years ago.

THE BEACH AT BRIGHTON, ENGLAND

Our Brighton, now part of Boston, received its name from this English place.

From a rare and amusing print

THE CHAIN PIER AT BRIGHTON, ENGLAND

BRIGHTON CHAIN PIER

BRIGHTON COACH ARRIVING AT BRIGHTON, ENGLAND

VIEW OF THE RAILWAY TERMINUS, BRIGHTON, ENGLAND

IT is our intention each year to issue a publication which will prove interesting and of historical value to its readers, and we trust we have succeeded in doing so with this brochure. We hope the impression received will be so favorable that the reader will feel that our publications typify the institution which issues them and that the high standard maintained in their appearance and material is characteristic of the banking service we render.

We shall be very happy if the pleasure derived from our booklets induces our friends to think favorably of the State Street Trust Company when the occasion arises for opening a new bank account or renting a safe-deposit box at any of our three offices. We also have storage facilities for silverware and other bulky valuables at our Main and Massachusetts Avenue offices.

It may be that some of our readers are not aware of the fact that our Trust Department is qualified by experience to serve effectively as Agent in the handling of investments, as Trustee of living trusts, as Executor and Trustee under wills and in any other recognized trust capacity.

It will be a pleasure to us to furnish detailed information in regard to any of the various services which we render.

ALLAN FORBES,
President, State Street Trust Company

Boston, 1930.

Boston Public Library
Central Library, Copley Square

Division of
Reference and Research Services

The Date Due Card in the pocket indicates the date on or before which this book should be returned to the Library.

Please do not remove cards from this pocket.

MAY 28 1930

W8-BCS-969